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TRAINING SUPPORT PACKAGE (TSP)

TSP Number	621-128-05
TSP Title	Introduction to Automated Movement Management Systems
Task Number(s) / Title(s)	None
Effective Date	01 Oct 1999
Supersedes TSP(s)	N/A
TSP Users	88N10, Transportation Management Coordinator, Reclassification
Proponent	The proponent for this document is: DEPARTMENT OF THE ARMY TRAINING DIRECTORATE ATTN: ATCL-AT 401 First Street, Suite 227 Ft. Lee, VA 23801-1511
Comments / Recommen-dations	Send comments and recommendations directly to: DEPARTMENT OF THE ARMY TRAINING DIRECTORATE ATTN: ATCL-AT 401 First Street Suite 227 Ft. Lee, VA 23801-1511
Foreign Disclosure Restrictions	This product has been reviewed by the product developers in coordination with the U.S. Army Combined Arms Support Command foreign disclosure authority. This product is releasable to military students from foreign countries on a case-by-case basis.

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PREFACE

Purpose	This Training Support Package provides the instructor with a standardized lesson plan for presenting instruction for the 88N10, Transportation Management Coordinator, Reclassification.

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This TSP Contains

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62112805 version TATS / Introduction to Automated Movement Management Systems
01 Oct 1999

SECTION I. ADMINISTRATIVE DATA

All Courses Including This Lesson

Course Number	Course Title
551-88N10	88N10, TRANSPORTATION MANAGEMENT COORDINATOR, RECLASSIFICATION

Task(s) Taught(*) or Supported

Task Number	Task Title
None	

Reinforced Task(s)

Task Number	Task Title
None	

Academic Hours

The academic hours required to teach this TSP are as follows:

	IDT Hours/Methods
	5.0 / Conference / Discussion
Test	.0
Test Review	.0
Total Hours:	5.0

Prerequisite Lesson(s)

Lesson Number	Lesson Title
62112604	DD Form 173/2 (OCR)

Clearance Access

Security Level: Unclassified
Requirements: There are no clearance or access requirements for the lesson.

References

Number	Title	Date	Additional Information
FM 55-10	Movement Control in a Theater of Operations	08 Dec 1992	
FM 55-30	Army Motor Transport Units and Operations	27 Jun 1997	
FORSCOM Reg. 55-1	Transportation and Travel Unit Movement Planning	01 Oct 1995	
DOD Reg. 4500.32-R	Military Standard Transportation and Movement Procedures	15 May 1995	

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DAMMS-R End User Manual	Department of the Army Movement Management Systems Redesign End User Manual	01 Apr 1995	
GTN Reference Manual	Global Transportation Network Reference Manual	01 Apr 1995	
TC-ACCIS End User Manual	Transportation Coordinator-Automated Command and Control Information System End User Manual	01 Apr 1995	
WPS User Manual	WPS End User's Manual	01 Apr 1995	

Student Study Assignments

None

Instructor Requirements

One instructor is required for this class.

Additional Personnel Requirements

One assistant instructor per class.

Equipment Required for Instruction

Name	Quantity	Expendable
None		

Materials Required

Instructor Materials:
- Training Support Package
- Overhead Projector
- Viewing Screen
- Viewgraphs
- Erasable Overhead Pen

Student Materials:
- Notepad
- Pen/Pencil

Classroom, Training Area, and Range Requirements

GENERAL PURPOSE CLASSROOM (750 SQ FT, 20 PERSONS, 110-VOLT AC OUTLET)

Ammunition Requirements

Name	Student Qty	Misc Qty
None		

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Instructional Guidance	**NOTE:** Before presenting this lesson, instructors must thoroughly prepare by studying this lesson and identified reference material. Ensure facilities and materials are ready prior to class time.

Proponent Lesson Plan Approvals	**Name**	**Rank**	**Position**	**Date**

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SECTION II. INTRODUCTION

Method of Instruction: Conference / Discussion
Instructor to Student Ratio is: 1:15
Time of Instruction: 0 hrs 5 mins
Media: None

Motivator

Movement control is a very important aspect of the command planning directives. As a Transportation Management Coordinator, it is your responsibility to ensure proper operation and coordination. You must understand and become familiar with all components of the Automated Movement Management Systems in order to accomplish the mission. (Using a personal experience or related story, explain the importance of this lesson to the student.)

NOTE: Show objective viewgraph (VGObjective)

Terminal Learning Objective

NOTE: Inform the students of the following Terminal Learning Objective requirements.

At the completion of this lesson, you [the student] will:

Action:	Identify the components and functions of Automated Movement Management Systems
Conditions:	Given DOD Reg. 4500.32-R VOL I, FM 55-1, FM 55-10, FM 55-30, FORSCOM Reg. 55-1, WPS (World Wide Port System) End User Manual, Department of the Army Movement Management Systems Redesign (DAMMS-R) End User Manual, Transportation Coordinator-Automated Command and Control Information System (TC-ACCIS) End User Manual, Global Transportation Network (GTN) Reference Manual, a scenario, and class notes
Standards:	Name the components and functions of Automated Movement Management Systems.

Safety Requirements

None

Risk Assessment Level

Low

Environmental Considerations

AR 200-1 delineates TRADOC responsibilities to integrate environmental requirements across DTLOMs and ensure all training procedures, materials, and doctrine include sound environmental practices and considerations. The Army's environmental vision is to be a national leader in environmental and natural resource stewardship for present and future generations as an integral part of all Army missions. This Training Support Package meets this standard.

Evaluation

Refer students to the Student Evaluation Plan.

Instructional Lead-In

During this lesson, you will learn to identify the components and functions of Automated Movement Management Systems.

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SECTION III. PRESENTATION

NOTE: Inform the students of the Enabling Learning Objective requirements.

A. ENABLING LEARNING OBJECTIVE A

ACTION:	Identify Automated Movement Management Systems
CONDITIONS:	Given DOD Reg. 4500.32-R VOL I, FM 55-1, FM 55-10, FM 55-30, FORSCOM Reg. 55-1, and class notes
STANDARDS:	Identify automated movement management systems and their functions/interfaces IAW DOD Reg. 4500.32-R VOL I, FM 55-1, FM 55-10, FM 55-30, and FORSCOM Reg. 55-1.

1. Learning Step / Activity 1. Identifying Automated Movement Management Systems

Method of Instruction: Conference / Discussion
Instructor to Student Ratio: 1:15
Time of Instruction: 50 mins
Media: None

a. Automated Movement Management Systems

1) Movement control is the planning, routing, scheduling, controlling, coordinating, and in-transit visibility of personnel, units, equipment, and supplies moving over lines of communication (LOC) and the commitment of allocated transportation assets according to command planning directives.

2) FM 100-5 describes military strategy, operational art, and tactics as broad divisions of activity or levels in preparing for and conducting war.

3) Movement control activities must support these levels of war, and in order to support these levels of war, Automated Movement Management Systems are utilized.

4) The Army utilizes the following Automated Movement Management Systems for movement control:

a) The Worldwide Port System (WPS)

b) The Department of the Army Movement Management Systems Redesign (DAMMS-R)

c) The Transportation Coordinator Automated Command and Control Information System (TC-ACCIS)

d) The Global Transportation Network (GTN)

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NOTE: Show viewgraph (VG01)

5) The Worldwide Port System (WPS)

a) WPS is a Department of Defense (DOD) automation initiative.

b) The WPS is a single standard terminal documentation and accountability system.

c) It is a replacement for the Worldwide Port System Mediterranean Version (WPSMED), Terminal Support Module (TSM), Terminal Management System (TERMS) and the Department of the Army Standard Port System-Enhanced (DASPS-E).

d) The WPS provides support to a variety of small outports and detachments without automated support.

e) It is designed to support the common user, ocean terminal management, and cargo documentation mission in the U.S. Army or Navy water ports.

NOTE: Show viewgraph (VG02)

6) The Department of the Army Movement Management Systems Redesign (DAMMS-R)

a) DAMMS-R provides reliable, survivable, responsive information processing capability in support of physical distribution management, movements control, transportation operations, and transportation services in overseas theater of operations (TOPNS) during peace or war.

b) This department also provides the Movement Control Agency (MCA) with reliable automated information of freight and container operations between MCTs at the division, corps and/or theater level.

7) The Transportation Coordinator Automated Command and Control Information System (TC-ACCIS):

a) Used for planning and executing unit deployments by air, highway and rail

b) Communicates data to FORSCOM for JOPES

c) Communicates data to MTMC for inland movement and port planning/operations

8) The Global Transportation Network (GTN)

a) The GTN, an automated data communication platform, provides the centralized capability to gather and maintain timely and accurate movement data.

b) The GTN incorporates the best methods, information, and technology available to the DOD and the commercial industry.

c) The source movement data is captured through a broad DOD network of automated information systems. As movement data is captured and stored, the GTN provides worldwide customers access allowing inquiries on in-transit cargo and passengers.

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d) Users can query through parameters such as requisition number, national stock number, transportation control number, or social security number.

e) The scope of GTN, which was initially limited to the transportation systems and networks under the control of USTRANSCOM, is evolving to include systems operated by the theater commanders and services.

f) The GTN provides In-Transit Visibility (ITV) from origin to final destination transportation activity during peace or war.

NOTE: Ask students if they have any questions.

CHECK ON LEARNING: Conduct a check on learning and summarize the ELO. Ask students the following questions. As you review the items individually, ask students if they have any additional questions.

1. What is movement control?
   (Movement control is the planning, routing, scheduling, controlling, coordinating, and in-transit visibility of personnel, units, equipment, and supplies moving over lines of communication [LOC] and the commitment of allocated transportation assets according to command planning directives.)

2. What is DAMMS-R used for?
   (To provide reliable, survivable, responsive information processing capability in support of physical distribution management, movements control, transportation operations, and transportation services in overseas theater of operations [TOPNS] during peace or war)

3. What does the Global Transportation Network allow U.S. forces to do?
   (To deploy, employ, and sustain operations on a global basis during peace and war)

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B. ENABLING LEARNING OBJECTIVE B

ACTION:	Identify the components and functions of the Worldwide Port System (WPS)
CONDITIONS:	Given a scenario, DOD Reg. 4500.32-R VOL I, WPS End User Manual, and class notes
STANDARDS:	Identify the components and functions of the WPS.

1. Learning Step / Activity 1. Components and Functions of the WPS

Method of Instruction: Conference / Discussion
Instructor to Student Ratio: 1:15
Time of Instruction: 1 hrs
Media: None

a. Functions and Capabilities of the Worldwide Port System (WPS)

1) The WPS is a menu-driven database system which allows you to perform Ocean Cargo Documentation functions.

2) It allows the user to generate forms such as the Transportation Control Movement Document.

3) It creates reports vital to the export/import procedures.

4) Forms can be generated before or after arrival of a ship, therefore reducing time and effort spent by personnel completing forms by hand.

5) The WPS consists of the following menus which allow the operator to interact with the system:

NOTE: Refer students to Student Handout #1, WPS Menus.

a) Export Main Menu - The Export section contains all the screens you need to perform export functions and produce ocean cargo documentation. The data produced by the export function becomes the basis for cargo received within the import functions. The Export Menu is divided into eleven different export process areas, with seven areas containing a series of individual submenus.

NOTE: Refer students to Student Handout #2, Extract - Export User's Manual for WPS.

(1) The Advance TCMDs menu allows you to load, correct, and monitor advance TCMDs (ATCMDs). This option has six submenus, with one area (Advance TCMDs) containing four submenus.

NOTE: Have students identify the six submenus.

(2) The Cargo Records menu allows you to build, correct, and edit Transportation Control and Movement Data (TCMDs). Using the options from this menu, you may enter new records which were not received electronically, and update and/or delete existing records. This option has eight submenus.

NOTE: Have students identify the eight submenus.

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(3) The Manifest/Vessel menu allows you to track vessels available for loading at the terminal, and to process manifests and related data. This option has eight submenus, with two areas containing submenus (Vessel Registers and Adjust Manifest).

NOTE: Have students identify which two areas contain submenus.

(4) The Reports menu allows you to generate terminal management reports, unit cargo lists, vessel reports, and Automated Carrier Interface reports. This option has four submenus.

NOTE: Have students identify the four submenus.

NOTE: Refer students to Student Handout #3, Extract - Import User's Manual for WPS.

b) Import Main Menu

(1) The Import Manifest/Vessel function allows you to register vessels and download manifests and shipment records. The manifest information comes form different POEs and the Area Command via DDN, floppy disk, or AUTODIN. If cargo arrives without advanced notification, the Manifest/Vessel menu allows you to directly enter the cargo records.

(a) The Vessel Register is a list of incoming vessels created upon receipt of the Cargo Traffic Message (CTM) or manifest. A vessel must be registered before you can load manifests for it. The CTM and manifest arrive at the Import terminal via DDN, floppy disk, AUTODIN, or the regional hub.

(b) Import Vessel Control Register screen allows you to create a new vessel record in the Vessel Register, to update an existing record, or to activate a vessel. This screen is critical to the importing section, since a vessel's cargo cannot be processed through without creating a vessel record.

(2) The Import Cargo Records function allows you to add, correct, delete, and change shipment records. Using the options from the Cargo Records menu, you may enter new records which were not received electronically, and update or delete existing records.

(3) The Import Reports menu allows you to generate import summary reports.

(a) The Vessel Reports function allows you to print reports for a particular vessel. You can customize a report and print only the information that you require by using the line field.

(b) The Terminal Report menu allows you to request and print reports about the cargo stored at the terminal. This function contains different cargo reports based on the type of cargo.

(c) The Unit Cargo Reports function produces reports for unit moves.

(d) The Reconciliation function produces reports about discrepancies between cargo manifested at the POE and what was actually reviewed at the POD. There are two reports, DISCORS and Over/Short, which summarize the status of the cargo at the terminal.

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- The DISCORS Advisory Report enables terminal managers to prepare the MILSTAMP Cargo Outturn Advisory and Reconciliation Message (CORM).

- The Over/Short Report shows cargo discrepancies and enables terminal managers to respond to them.

(e) Miscellaneous function allows you to call up the Multi TCMDs function which prints multiple TCMDs by consignee.

(f) Clearance Reports

- The Planning Report functions allows you to nominate cargo for clearance.

- The Consignee Planning Report function allows you to print a list of all cargo that has been nominated for selected consignees.

- The Assign TMR function allows you to assign and delete Transportation Movement Release (TMR) numbers to/from cargo records and to print the Import Cargo Load list. It has four options. The TMR is a control number used by a variety of OCONUS locations, and is assigned by a Movement Control Team (MCT).

NOTE: Refer students to Student Handout #4, Extract - Query User's Manual for WPS.

c) Query Main Menu

(1) The Worldwide Port System (WPS) is a database system filled with information related to cargo, its disposition, and location.

(2) WPS has predefined reports related to cargo disposition. Based on the original system design, these reports were considered sufficient to assist terminal and regional port commanders in port operations.

(3) Intelligent Query (IQ) is a tool that will fill the gap of creating ad hoc reports using the information in your database.

(4) The process of creating a report using IQ requires the manipulation of several menus. As you go through these menus and select options, you are building the procedure that generates the report. This procedure can be saved and used again at a later date.

(5) In addition to creating reports, IQ gives you the added capability of sorting your output. You have the choice of sending your reports to the screen, printer, or a disk file. All these features are work savers because you can store these reports specifications to disk.

NOTE: Ask students how many options the Query Menu has.

(6) There are five options found under the Query Menu:

NOTE: Discuss the five options.

(a) Q is used to define ad hoc queries and reports.

(b) Import View Master allows the viewing of import master reports.

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(c) Export View Master allows the viewing of export master reports.

(d) History allows the viewing of export and import history records.

(e) Floppy or Print gives the user the ability to copy output from IQ procedure files stored on the HP fileserver to the floppy drive on his/her workstation or print to an available system printer.

b. System Components, Hardware, and Software

NOTE: Refer students to Student Handout #5, System Configuration.

1) The WPS currently utilizes ORACLE software to run the existing system.

2) By using networked microcomputer workstations, it allows the user to interface with the following databases:

a) Department of the Army Movement Management Systems Redesign (DAMMS-R)

b) Financial Management System (FMS)

c) Computerized Deployment System (CODES)

d) Military Van Tracking System (MILVAN)

e) Automated System for Processing Unit Requirements (ASPUR)

f) Logistics Intelligence File (LIF)

g) Government Transportation Network (GTN)

3) Data received from sources can be converted and uploaded to the WPS for further processing; the automated system provides an on-line interactive capability.

4) There are two hardware specifications required for the WPS:

a) Hardware for Large Terminals (HP 750)

b) Hardware for Small Terminals (HP 710)

5) Special hardware configurations will exist for regional sites, United States Forces Command (FORSCOM), Automated Cargo Documentation Detachments, and carry away systems.

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6) Carry away systems can be moved to geographic locations where cargo processing sites do not normally exist and feed data back to a primary site.

7) In the event of a systems failure, ORACLE's automatic recovery feature will be used to restore data. The recovery procedure uses a rollback file that ensures that restrictions do not become permanent until they are complete, consistent, and committed.

8) System Configuration

NOTE: Ask students if they have any questions.

CHECK ON LEARNING: Conduct a check on learning and summarize the ELO. Ask students the following questions. As you review the items individually, ask students if they have any additional questions.

1. What is one of the purposes for WPS?
   (Provides support to a variety of small outports and detachments without automated support)

2. Give an example of a form that can be generated using WPS.
   (The Transportation Control Movement Document)

3. How many menu options does the WPS have
   (Four)

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C. ENABLING LEARNING OBJECTIVE C

ACTION:	Identify components and functions of the Department of the Army Movement Management Systems Redesign (DAMMS-R)
CONDITIONS:	Given a scenario, DOD Reg. 4500.32-R VOL I, DAMMS-R End User Manual, and class notes
STANDARDS:	Identify the components and functions of DAMMS-R in accordance with DOD Reg. 4500.32-R.

1. Learning Step / Activity 1. DAMMS-R

Method of Instruction: Conference / Discussion
Instructor to Student Ratio: 1:15
Time of Instruction: 1hrs
Media: None

a. Definition of Terms Associated with DAMMS-R:

1) Major Movement Control Headquarters (MMCH) - Provides movement management MMCH provides the MCTs with automated traffic information such as manifest data.

2) Movement Control Team (MCT) - A team designed to coordinate all movements to be made and to ensure that available transportation resources are used effectively and economically.

3) Movement Control Officer (MCO) - The MCO is assigned to the Division Support Command (DISCOM) and provides movement management support for the division service support.

4) Mode Operator - Units providing transportation assets in support of logistical and/or tactical operations. This may be in the form of motor, rail, water or air support.

NOTE: Return to viewgraph (VG02)

b. There are seven subsystems of DAMMS-R used to perform the movement control mission in a theater of operations.

1) MCT operations - This subsystem is used by movement control team personnel at the division, corps, and theater level to coordinate and provide transportation services to shippers, receivers, and carriers.

2) Mode operations - This subsystem is used by motor transport personnel at all levels of command to receive commitments, assign commitments to subordinate units, and to maintain driver safety information.

3) Shipment management - This subsystem is used by the major movement control headquarters (MMCH) to process cargo manifests, maintain shipment in-transit visibility, and control shipment movements.

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4) Transportation addressing - This subsystem is used by movement control personnel, shippers, receivers, mode operators, and commercial carriers and provides a central repository of address data pertaining to all supported units in the theater.

5) Operational movement programming - This subsystem is still under development. However, when completed, it will allow movement control managers and motor transport units to better manage movement work loads.

6) Highway regulation - This subsystem is used by highway regulating personnel and allows highway clearance authorities to coordinate and schedule multiple movements over controlled routes.

7) Convoy operations - This subsystem is used by DAMMS-R-supported mode operators who perform moves by motor convoy and allows unit movement officers to plan convoy composition, select best routes, and submit requests for road clearance.

c. The Major Movement Control Headquarters (MMCH) may be the Theater Army Movement Control Agency (TAMCA), Corps Movement Control Center (CMCC) Division, or Movement Control Officer (MCO).

1) The TAMCA is the MMCH for echelons above corps (EAC).

2) The CMCC is the MMCH for the corps.

3) The MCO is the MMCH for the division.

d. DAMMS-R picks up the cargo at the SPOD or APOD and links the freight and container operations of the MMCH with various MCTs throughout the theater. DAMMS-R (BLOCK III) consists of four subsystems:

1) Shipment Management Module (SMM) - This subsystem is used primarily by the MMCH and contains those processes necessary for processing cargo manifests, forecasting the arrival of containerized shipments, maintaining visibility of cargo from the aerial and water ports of debarkation to the consignee, and altering the flow cargo when requested.

2) Movement Control Team (MCT) - This subsystem is used by the MCT/MCO/ATMCT to provide transportation services to shippers, carriers, and receiving activities. MCT provides the capability to receive movements requirements from shippers, determine the mode of transportation for the shipment, and prepare a transportation movement release (TMR). MCT also allows the MCT to receive container forecasts, report container status, capture associated costs related to the movement, and provide movement status to the MMCH and other external command and control systems.

3) Mode Operations - This subsystem is used by mode operators at all levels and contains those processes which give the mode operators the capability to receive commitments, assign commitments to subordinate units, track assets, maintain mission essential data on drivers, capture safety information, and update address information.

4) Transportation Addressing Subsystem - This subsystem is used by the MMCH and the MCTs and provides a central repository of transportation addressing data pertaining to shippers, receivers, mode operators, and commercial carriers. Additional functions include receiving, adding, modifying and deleting code tables and transportation addressing information. It is basically an address book for the theater.

5) DAMMS-R interfaces with the following external systems:

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NOTE: Refer students to Student Handout #6, Extract - FM 55-10.

a) Standard Army Ammunition System-Levels 1/3 and 4 (SAAS 1/3, SAAS 1/4): movement requirements; reply to movement requirements; movement event report; theater movement program; shipment forecast; addressing file update data; and trace, hold, divert, and expedite requests and responses

b) Standard Army Retail Supply System-Level 1: movement requirements; reply to movement event report; theater movement program; shipment forecast; addressing file update data; and trace, hold, divert, and expedite requests and responses

c) Medical supply (MEDSUP) module of the Theater Army Medical Management Information System (TAMMIS): movement requirements; reply to movement event report; theater movement program; shipment forecast; addressing file update data; and trace, hold, divert, and expedite requests and responses

d) Terminal Management System (TERMS)/Department of the Army Standard Port System-Enhanced (DASPS-E)/Worldwide Port System (WPS): advance ocean cargo manifest; vessel and cargo discharge information; SPOD cargo to be moved; transportation support work sheet; addressing file update data; and trace, hold, divert, and expedite requests and responses

e) Logistics Intelligence File (LIF): advanced air shipment information

f) Global Transportation Network (GTN)/In-Transit Visibility (ITV): ITV requests and responses related to movement information for command interest cargo and passengers

g) Cargo Movement Operations System (CMOS)/Consolidated Aerial Port Subsystems - Phase II (CAPS II): movement requirements; reply to movement event report; theater movement program; shipment forecast; addressing file update data; convoy clearance requests and responses; air export clearance requests and responses; air manifest; passenger manifest; and trace, hold, divert, and expedite requests and responses

h) Combat Service Support Control System (CSSCS): ITV TCN query, addressing file update data, MSR problem report, controlled route data, MSR status report, theater movement program, transportation asset status report, critical cargo visibility report, traffic circulation plan, highway regulation plan, critical cargo transportation shortfall report, and US message text format (USMTF) D827/D828 messages relating to convoy clearances/highway regulation

I) Transportation Coordinator Automated Command and Control Information System (TC-ACCIS): unit equipment list data, movement requirements, reply to movement requirements, airlift request (intratheater), airlift mission schedule, addressing file update data, movement event report, air manifest, passenger manifest, and rail load plan data

j) Prisoner of War Information System (PWIS): movement requirements, reply to movement requirements, movement event report, theater movement program, shipment forecast, airlift request (intratheater), airlift mission schedule, and addressing file update data

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k) Unit Level Logistics System (ULLS) family of systems: vehicle maintenance/management data, vehicle operator qualifications data, movement requirements, reply to movement requirements, and addressing file update data

l) Joint Operation Planning and Execution System (JOPES): deployment data for forces moving to the TOPNS

NOTE: Ask students if they have any questions.

CHECK ON LEARNING: Conduct a check on learning and summarize the ELO. Ask students the following questions. As you review the items individually, ask students if they have any additional questions.

1. At which levels of command will DAMMS-R be used?
   (Division, Corps, and Theater)

2. Which element provides manifest data to the MCTs?
   (The Major Movement Control Headquarters [MMCH])

3. Which DAMMS-R subsystem is basically an address book for the theater?
   (The Transportation Addressing Subsystem TAS)

4. DAMMS-R receives voyage manifest data from which element?
   (The Worldwide Port System WPS)

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D. ENABLING LEARNING OBJECTIVE D

ACTION:	Identify components and functions of the Transportation Coordinator-Automated Command and Control Information System (TC-ACCIS)
CONDITIONS:	Given a scenario, DOD Reg. 4500.32-R VOL I, TC-ACCIS End User Manual, and class notes
STANDARDS:	Correctly identify the components and functions of TC-ACCIS.

1. Learning Step / Activity 1. TC-ACCIS

Method of Instruction: Conference / Discussion
Instructor to Student Ratio: 1:15
Time of Instruction: 1 hrs
Media: None

a. Important Terms and Definitions of the TC-ACCIS:

1) The Transportation Coordinator Automated Command and Control Information System (TC-ACCIS) is an information and data communication system.

2) Unit Movement Officers (UMO) perform equipment, highway movement (convoys), and possibly Rail Movement procedures.

3) Automated Unit Equipment List (AUEL) is a list of the unit equipment maintained in the TC-ACCIS.

4) Deployment Equipment List (DEL) is a computerized listing of unit equipment maintained in the TC-ACCIS.

5) Military Traffic Management Command (MTCM) is the command in charge of all military movement operations.

6) U.S. Army Forces Command (FORSCOM) is the command for the forces stationed in the continental United States.

7) Computerized Movement Planning and Status System (COMPASS) is an automated system that transfers data into an eighty column punch card system format.

NOTE: Show viewgraph VG03

b. Purpose of the TC-ACCIS

1) The TC-ACCIS is used to plan and execute deployments during day-to-day operations and crisis situations.

2) It automates procedures for submission of unit movement requirements during contingency deployments and peacetime reporting.

3) The TC-ACCIS is used for:

a) Planning and executing unit deployments by air, highway, and rail

b) Communicating data to FORSCOM for JOPES

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c) Communicating data to MTMC for inland movement and port planning/operations

4) It Is a data base containing all the unit Table of Organization and Equipment (TOE).

a) The software used by TC-ACCIS resides on a Unisys minicomputer at the Installation Transportation Office (ITO) of many U.S. Army installations.

b) Units are required to maintain data by unit identification code.

c) Data is updated via modem or by working directly at the UMC terminal.

5) The TC-ACCIS contains a list of containers necessary to deploy the unit's equipment.

6) The key to implementing TC-ACCIS is an accurate data base. Data must be updated whenever the unit's TOE changes, (i.e., when the unit turns in equipment) and the updating must be done quarterly at a minimum.

7) Data from the TC-ACCIS is consolidated at the installation, or other appropriate level, and electronically transmitted to the COMPASS at FORSCOM.

8) The COMPASS system reformats the data into an eighty column punch card system format and transfers the data over a secure modem interface to JOPES.

NOTE: Refer students to Student Handout #7, Extract - FM 55-65.

c. There are nine functions in the TC-ACCIS:

1) Equipment List Processing allows the unit level personnel to create Deployment Equipment List (DEL), maintain certain administrative data, maintain and view DEL's, and print equipment list reports.

2) Installation Transportation Office (ITO) allows personnel in the Installation Transportation Office to view and maintain equipment lists and transportation data, generate equipment list reports, generate Installation Situation Reports (ISR)/Departure report, create and maintain Type Data Codes, and transmit equipment list data information.

3) Shipment Planning allows the user to organize cargo items to be shipped by commercial carriers, plan transportation details, assign cargo to transports, create and print DD Forms 1085 (Domestic Routing Request), process routing orders and releases, and create and print a Government Bill of Lading.

4) Transportation Request allows the unit to initiate a Request for Transportation and send it by electronic mail to the unit's chain of command.

5) Highway Movement Planning allows the unit to plan vehicle lists, loads, and routes for convoys and forward them to the ITO for approval. Once the convoy plan has been created and stored, DD Form 1265 (Request for Convoy Clearance) and DD Form 1265 (Request for Special Hauling Permit) can be printed.

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6) Load Planning allows the user to plan the rail transportation of Army equipment using the DEL's. You can maintain rail load lists, maintain rail cars setups, maintain rail load plans, print various reports, and maintain references tables related to Rail Load Planning. Surface Load Planning allows the creation of detailed vehicle loads and printing of vehicle load cards. The Container and Pallet options of Surface Load Planning have not been implemented. The Air Load Planning function has not been implemented.

7) Transportation Documentation allows the users to prepare Military Shipment Labels for materials and unit moves and print a Military Shipment Labels Summary Report.

8) Electronic Mail provides the capability to send and receive electronic mail between TC-ACCIS users who are directly connected to the same system, via phone lines.

9) PAX Manifesting allows the unit the ability to make a list of unit personnel who will be traveling via bus or air for both Group movements or day to day use.

d. TC-ACCIS functions in a deployment unit move:

1) Data is entered into the UIC, installation, and shipment planning references tables.

2) Unit Movement Coordinator (UMC) creates and defines the deployment or exercise, commonly known as the Type Data Code (TDC).

3) The UMC creates the Chain of Command for the exercise.

4) The UMC and/or freight personnel generates the Military Shipment Labels (MSLs) for unit equipment.

5) Unit Movement Officers (UMOs), supervised by the UMC, perform equipment, highway movement (convoy), and possibly rail load procedures.

6) The UMC enters commercial requirements and sends unit movement information to MTMC and to FORSCOM, and possibly complete rail load procedures.

7) Freight personnel create and process freighting information and generate shipping documents for the exercise.

e. UMO Planning Considerations

1) Accurate unit movement data and UMO planning considerations and coordination are a very important part of how successfully a unit may deploy in a time of mobilization or crisis.

2) The data that the UMO reports impacts all levels of planning and execution.

f. Military Shipment Labels (MSL)

1) The MSL is a bar-coded shipment label that is used in labeling of unit vehicles and freight.

2) MSLs are created at the ITO's office in the Unit Movement Section.

3) They are used for identifying unit equipment and for tracking while the shipment is in the Defense Transportation System.

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4) MSLs are also used to generate government bills of lading used for shipping and contain the following:

   a) Readable bar code

   b) Completed Block # 3

   c) An ultimate consignee entered Block # 6

   d) A bumper number, serial number, model, description, and dimensional data entered in block # 9

NOTE: Ask students if they have any questions.

CHECK ON LEARNING: Conduct a check on learning and summarize the ELO. Ask students the following questions. As you review the items individually, ask students if they have any additional questions.

1. What does TC-ACCIS stand for?
   (Transportation Coordinator Automated Command and Control Information System)

2. Who creates the chain of command for an exercise?
   (The UMO)

3. How are units required to maintain data in the TC-ACCIS?
   (They are required to maintain data by Unit Identification Code [UIC])

4. What does the Transportation Request function allow the user to do?
   (It allows the unit to initiate a Request for Transportation and send it by electronic mail to the unit's chain of command.)

5. What is the MSL?
   (Military Shipment Label)

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E. ENABLING LEARNING OBJECTIVE E

ACTION:	Identify the components and functions of the Global Transportation Network (GTN)
CONDITIONS:	Given a scenario, DOD Reg. 4500.32-R VOL I, GTN Reference Manual, and class notes
STANDARDS:	Identify the components and functions of GTN IAW DOD Reg. 4500.32-R VOL I and GTN Reference Manual.

1. Learning Step / Activity 1. Global Transportation Network (GTN)

Method of Instruction: Conference / Discussion
Instructor to Student Ratio: 1:15
Time of Instruction: 1 hrs
Media: None

NOTE: Refer students to Student Handout #8, GTN & ITV.

NOTE: Show viewgraph (VG04)

a. Introduction to the Global Transportation Network (GTN)

1) USTRANSCOM's mission of global mobility management requires a responsive transportation system. The key to this is the development of the GTN. The GTN is not another transportation database; it is a network of systems.

2) It has been described as a capability integrating hardware, software, and communications system. The GTN ties together existing transportation-related databases.

3) It does not create a new database. It gives the means to access C4 (command and control, communications and computer) systems that support global transportation management. GTN systems can be divided into the following three functional categories:

a) Systems required to support the planners as they gather the transportation requirements of the supported CINCs, develop operational plans, and evaluate the effectiveness of those plans

b) Systems for command-and-control that principally support mobilization and deployment

c) Systems that support ITV

4) Current visibility capabilities (via GTN) include an air module providing visibility on cargo and passengers from APOE to APOD. The present source systems for the air module are the PRAMS, the CAPS II, and the GDSS.

*a) Passenger Reservation and Manifesting Systems (PRAMS) is an AMC system that records non-unit passenger reservations, issues boarding passes, and generates the aircraft manifest for fixed AMC APOEs.

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*b) Consolidated Aerial Port System II (CAPS II) is the umbrella system that includes cargo, passenger, and command-and-control operations. It provides a standardized worldwide automated network of computers for processing cargo and passenger through the major aerial ports.

c) Global Decision Support System (GDSS) records and displays airlift schedules, aircraft arrivals and departures, and aircraft status. It provides executive-level decision support and is AMC's primary command-and-control system.

NOTE: *Global Air Transportation Execution System (GATES) automates support for receipt, movement and billing of cargo and passengers. GATES replaces AMC command-and-control transportation applications currently residing on a mainframe, which include the PRAMS and CAPS II. GATES will provide enhanced capability through a graphical user interface and increased architecture, which will improve communications from the aerial ports.

5) GTN current visibility capabilities also include a sealift module providing visibility over surface cargo movements between water ports. The sealift module derives its data from the Mechanized Export Tracking System II (METS II), Terminal Management On-Line System, and Worldwide Port System (WPS).

a) METS II will provide the GTN information about surface traffic cargo booking. This includes cargo description and characteristics, status, location, and disposition information.

b) Terminal Management On-Line System provides the GTN information about MTMC water terminal operations and cargo accountability. This includes cargo status, planned and actual cargo manifests, location, and disposition information.

c) Worldwide Port System (WPS) records cargo arrival in a MTMC operated port, staging and outloading cargo. The manifest for ships and appropriate documentation for land movement will also be generated.

6) Department of the Army Movement Management System Redesign (DAMMS-R) serves as an efficient management information system. It provides a reliable automated information processing capability for planning, programming, coordinating, and controlling movements and transportation resources in a theater of operations during peacetime and wartime.

7) The GTN is constantly adding segments to the transportation pipeline. Some of the future sources of interfaces are as follows:

a) Consolidated Air Mobility Planning System (CAMPS) is a migration system for ADANS (Airlift Deployment Analysis System) and currently under development. It will support peacetime, crisis/contingency, and wartime mobility planning, scheduling, and analysis for air transportation assets. CAMPS primarily supports AMC military airlift, aerial refueling, and commercial aircraft missions. CAMPS will provide GTN with channel requirements data, DD Form 1249 SAAM Airlift Requests, and air refueling quarterly planning schedules.

b) Load Planning Systems - GTN will have the capability to accept load plans and stow plans developed by such as Automated Air Load Planning System (AALPS) and Integrated Computerized Deployment System (ICODES).

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NOTE: Ask students if they have any questions.

CHECK ON LEARNING: Conduct a check on learning and summarize the ELO. Ask students the following questions. As you review the items individually, ask students if they have any additional questions.

1. What major command has the mission of global mobility management? (USTRANSCOM)

2. GTN is divided into how many functional categories? (Three: Planner, Command and Control, and ITV)

3. What two modules capture visibility capabilities for GTN? (Airlift and Sealift)

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SECTION IV. SUMMARY

Method of Instruction: Conference / Discussion
Instructor to Student Ratio is: 1:15
Time of Instruction: 0 hrs 5 mins
Media: None

Review / Summarize Lesson

NOTE: Show summary viewgraph (VGSummary)

In this lesson, you learned about the components and functions of Automated Management Systems Redesign. The following key points were covered in this lesson unit:

a. Components and Functions of the WPS

b. Components and Functions of the DAMMS-R

c. Components and Functions of the TC-ACCIS

d. Components and Functions of the GTN

Check on Learning

Conduct a check on learning and summarize the lesson.

Determine if the students have learned the material by:

a. Soliciting student questions and explanations.

b. Asking questions and getting answers from the students.

c. Correcting any student misunderstanding.

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SECTION V. STUDENT EVALUATION

Testing Requirements	**NOTE:** Describe how the student must demonstrate accomplishment of the TLO standard. Refer students to the Student Evaluation Plan.
Feedback Requirement	**NOTE:** Rapid, immediate feedback is essential to effective learning. Schedule and provide feedback on the evaluation and any information to help answer students' questions. Provide remedial training as needed.

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INTRODUCTION TO AUTOMATED MOVEMENT MANAGEMENT SYSTEMS

VIEWGRAPHS

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INTRODUCTION TO AUTOMATED MOVEMENT MANAGEMENT SYSTEMS

STUDENT HANDOUTS